

Terminal Tractor/Yard Spotter

Used Yard Spotter Rancho Cucamonga - Tow tractors, sometimes call towing tractors or tow tugs, are vehicles used in transporting loads horizontally in warehouses, manufacturing plants, airports, arenas and other large facilities. They are capable of towing several trailers in a train formation. Some are designed specifically to tow large aircraft in order to position them into and out of airport terminals and hangers. All tow tractors use the concept of tractive effort to move loads. Tractive effort is the amount of traction a unit has on the ground. The heavier the load is, the more tractive effort is needed. Based on this principle, the tow tractor works by lifting a part of the load it is towing while making sure the load's wheels remain on the ground. The tractive effort is increased by the unit's hydraulic mast. This has been engineered to produce downforce on the drive wheel directly under the mast. The tow tractor is capable of transporting very heavy and large loads thanks to the traction it provides.

Types of Tow Tractors There are two basic types of tow tractors: 1. Load carriers; and 2. Heavy-duty tow tractors; Load Carriers Industries such as e-commerce, manufacturing, and airport baggage and parcel systems must regularly move many individual and varying sized items to or from a single location. Tow tugs or load carrier tow tractors are excellent for these jobs as they can maneuver single items stacked on wheeled platforms for streamlined transport. The category that load carrier tow tractor models fall into includes forklift trucks, cranes and pallet jacks. These units only transport loads at ground level and do not lift or lower items from shelving or off the ground. This means that the load has already been on wheels or placed on a wheeled platform before transport. Wheeled platforms are called skates, trollies and bogies. The tow tractor joins to the trolley and functions similarly to a train locomotive. Typically, the tow tug features a steel coupling male-end that attaches to a female-end on the trolley's front. Trollies move in a train-like system thanks to the male-end steel coupling on the back which can connect to numerous units and allow a single tug to transport them. These machines can transport a variety of items in varying conditions. The availability of many different types of trollies also allows for greater customization in transporting items. Most trollies types are compatible with each other, meaning they can be connected together. Since multiple trolley types can be utilized in a single train, there is flexibility. A key benefit of using a load carrier tow tractor is that operators can enjoy a clear view instead of relying on forklifts. Load carrier tow tractors transport trollies in a forward direction which decreases the safety concerns common with reverse forklift operations. This is vital for safety-sensitive places including airports and manufacturing facilities. Towing solutions are a good alternative to traditional forklifts to handle many single items. Tugs are easy to move and safe to use. A key benefit of these units is that typically, the operator doesn't need a license. This is because the load is not lifted from the ground so it does not fall under the usual restrictions and licensing required of standard forklifts, cranes and other load lifting equipment.

Three subtypes of load carrier tow tractors include rider-seated, stand-in and pedestrian. Pedestrian Tow Tractors A walk-behind model that can transport wheeled loads is called a pedestrian tow tractor. These machines may go by the names of electric hand tug, electric tugger, electric tug or tow tractor. These compact machines are simple to use and can maneuver easily.

Stand-in Tow Tractors Stand-in tow tractors are the most popular design for industries that involve order picking and horizontal transport in manufacturing. Stand-in tow tractors feature a tinier footprint compared to rider-seated editions and they offer a safe driver platform.

Rider-Seated Tow Tractors Rider-seated tow tractors are similar to stand-in models except they offer a seated platform for the operator. Rider-seated models are used for moving loads longer distances. They are popular for airport luggage transport to move checked baggage from the check-in counter to the aircraft parked at the terminal. These rider-seated options help to decrease driver fatigue allowing for greater efficiency.

Heavy Duty Tow Tractors In the aviation industry, large passenger and cargo planes usually employ the concept of pushback. Pushback refers to the process of pushing an aircraft back from an airport terminal by some means other than the aircraft's own power. Pushback is achieved by employing pushback tugs or pushback tractors.

Pushback tractors are built with a low-profile to allow them to move underneath the nose of the aircraft so that it can attach. Enough ground friction is required to move the weighted aircraft, so these models need to be heavy themselves. A common tractor for moving large aircraft can weigh in up to fifty-four tons. Their driver's cab has the ability to be lowered and raised for increased visibility during reversing. The pushback tow tractor and pushback tug are also employed when taxiing the aircraft is not an option. They are commonly used to move the machine into and outside of aircraft maintenance hangars. The two subtypes of pushback tow tractors include conventional tow tractors and towbarless tow tractors. Conventional Pushback Tow Tractors Conventional tugs use a tow bar to connect the tug to the nose landing gear of the aircraft. Laterally attached to the nose landing gear, the tow tractor can make certain slight vertical height adjustments if needed. At the end that attaches to the tug, the tow bar may pivot freely laterally and vertically. The tow bar functions as a sizeable lever to facilitate nose landing gear rotation. Each aircraft type has a unique tow fitting so the towbar also acts as an adapter between the standard-sized tow pin on the tug and the type-specific fitting on the aircraft's landing gear. On heavy towbars for large aircrafts, the towbar rides on its own wheels when not connected to an aircraft. Attached to the wheels, the hydraulic jacking mechanism allows the towbar to lift to the proper height to mate with the aircraft and tug. The same mechanism is employed in reverse to raise the towbar wheels off the ground for pushback. The towbar can be connected at the front or the rear of the tractor, depending on whether the aircraft will be pushed or pulled. Towbarless Pushback Tow Tractors Towbarless tractors, as their name suggests, don't rely on a towbar. Instead, these machines scoop up the nose landing gear to lift it off of the ground so the tug can move the plane. This offers better control and higher speeds while eliminating the requirement of having a worker stationed in the cockpit to put the brakes on. The main advantage of a towbarless tug is simplicity; there is no need to maintain multiple towbars. Directly connecting the tug to the landing gear allows operators to have better responsiveness and control while moving the aircraft.